

**Table 12. PAD District 2 - Year-to-Date Daily Average Supply and Disposition of Crude Oil and Petroleum Products, January-May 2015**  
(Thousand Barrels per Day)

Commodity	Supply						Disposition			
	Field Production	Renewable Fuels and Oxygenate Plant Net Production	Refinery and Blender Net Production	Imports (PADD of Entry) <sup>1</sup>	Net Receipts <sup>2</sup>	Adjustments <sup>3</sup>	Stock Change <sup>4</sup>	Refinery and Blender Net Inputs	Exports	Products Supplied <sup>5</sup>
<b>Crude Oil</b>	<b>1,811</b>	--	--	<b>2,266</b>	<b>-385</b>	<b>192</b>	<b>201</b>	<b>3,575</b>	<b>108</b>	<b>0</b>
<b>Natural Gas Plant Liquids and Liquefied Refinery Gases</b>	<b>656</b>	<b>-19</b>	<b>119</b>	<b>72</b>	<b>19</b>	--	<b>-24</b>	<b>87</b>	<b>244</b>	<b>541</b>
Pentanes Plus	80	-19	--	0	123	--	2	15	158	9
Liquefied Petroleum Gases	576	--	119	72	-104	--	-26	71	86	532
Ethane/Ethylene	176	--	0	0	-8	--	1	--	67	100
Propane/Propylene	266	--	113	60	-89	--	-42	--	5	388
Normal Butane/Butylene	87	--	6	6	-13	--	11	27	13	34
Isobutane/Isobutylene	47	--	0	5	6	--	3	44	0	10
<b>Other Liquids</b>	--	<b>923</b>	--	<b>12</b>	<b>-355</b>	<b>61</b>	<b>-6</b>	<b>625</b>	<b>29</b>	<b>-6</b>
Hydrogen/Oxygenates/Renewables/Other Hydrocarbons	--	923	--	2	-638	20	2	289	16	0
Hydrogen	--	--	--	--	--	36	--	36	--	0
Oxygenates (excluding Fuel Ethanol)	--	--	--	--	--	0	--	--	0	0
Renewable Fuels (including Fuel Ethanol)	--	923	--	0	-638	-15	2	252	16	0
Fuel Ethanol	--	870	--	--	-616	-2	1	238	13	0
Renewable Fuels Except Fuel Ethanol	--	53	--	0	-22	-13	1	14	3	0
Other Hydrocarbons	--	--	--	2	--	-1	0	1	--	0
Unfinished Oils	--	--	--	--	-19	--	7	-20	1	-6
Motor Gasoline Blend.Comp. (MGBC)	--	0	--	10	302	41	-15	356	12	0
Reformulated	--	--	--	--	53	-13	3	38	0	0
Conventional	--	0	--	10	249	53	-18	318	12	0
Aviation Gasoline Blend. Comp.	--	--	--	--	--	--	--	--	--	--
<b>Finished Petroleum Products</b>	--	<b>2</b>	<b>4,370</b>	<b>32</b>	<b>161</b>	<b>-25</b>	<b>35</b>	--	<b>71</b>	<b>4,435</b>
Finished Motor Gasoline	--	2	2,507	0	31	-38	-7	--	3	2,506
Reformulated	--	--	362	--	--	13	--	--	--	375
Conventional	--	2	2,145	0	31	-51	-7	--	3	2,131
Finished Aviation Gasoline	--	--	2	0	0	--	0	--	--	2
Kerosene-Type Jet Fuel	--	--	229	0	27	--	7	--	28	222
Kerosene	--	--	4	--	1	--	0	--	4	2
Distillate Fuel Oil	--	--	1,080	7	122	14	11	--	4	1,207
15 ppm sulfur and under <sup>6</sup>	--	--	1,081	6	119	14	12	--	0	1,207
Greater than 15 ppm to 500 ppm sulfur <sup>6</sup>	--	--	5	0	2	--	-1	--	4	4
Greater than 500 ppm sulfur	--	--	-6	2	1	--	1	--	0	-4
Residual Fuel Oil <sup>7</sup>	--	--	52	4	-28	--	-2	--	13	16
Less than 0.31 percent sulfur	--	--	--	0	--	--	-2	--	NA	NA
0.31 to 1.00 percent sulfur	--	--	6	3	--	--	0	--	NA	NA
Greater than 1.00 percent sulfur	--	--	46	1	-28	--	0	--	NA	NA
Petrochemical Feedstocks	--	--	30	5	-2	--	-1	--	--	33
Naphtha for Petro. Feed. Use	--	--	21	3	-2	--	-1	--	--	23
Other Oils for Petro. Feed. Use	--	--	8	2	0	--	0	--	--	10
Special Naphthas	--	--	2	1	2	--	0	--	--	5
Lubricants	--	--	9	7	7	--	1	--	4	17
Waxes	--	--	1	0	--	--	0	--	1	1
Petroleum Coke	--	--	174	0	--	--	-2	--	11	165
Marketable	--	--	128	0	--	--	-2	--	11	120
Catalyst	--	--	45	--	--	--	--	--	--	45
Asphalt and Road Oil	--	--	138	7	0	--	28	--	2	116
Still Gas	--	--	129	--	--	--	--	--	--	129
Miscellaneous Products	--	--	15	--	--	--	0	--	0	15
<b>Total</b>	<b>2,468</b>	<b>907</b>	<b>4,489</b>	<b>2,383</b>	<b>-560</b>	<b>228</b>	<b>207</b>	<b>4,286</b>	<b>452</b>	<b>4,970</b>

-- = Not Applicable.

-- = No Data Reported.

NA = Not Available.

<sup>1</sup> Represents the PAD District in which the material entered the United States and not necessarily where the crude oil or product is processed and/or consumed.

<sup>2</sup> Includes implied net receipts for fuel ethanol and oxygenates (excluding fuel ethanol). Implied net receipts are calculated as the sum of stock change, refinery and blender net inputs, and exports minus the sum of Renewable Fuels and Oxygenate Plant Net Production, Imports, and Adjustments. Includes crude oil receipts by rail.

<sup>3</sup> Includes an adjustment for crude oil, previously referred to as 'Unaccounted For Crude Oil.' Also included is an adjustment for motor gasoline blending components, fuel ethanol, and distillate fuel oil. See Appendix B, Note 2C for a detailed explanation of these adjustments.

<sup>4</sup> A negative number indicates a decrease in stocks and a positive number indicates an increase in stocks.

<sup>5</sup> Product supplied is equal to field production, plus renewable fuels and oxygenate plant net production, plus refinery and blender net production, plus imports, plus net receipts, plus adjustments, minus stock change, minus refinery and blender net inputs, minus exports.

<sup>6</sup> Exports of distillate fuel oil with sulfur greater than 15 ppm to 500 ppm may include distillate fuel oil with sulfur content 15 ppm and under due to product detail limitations in the exports data received from the U.S. Census Bureau.

<sup>7</sup> Total residual fuel oil ending stocks and stock change include stocks held at pipelines. Residual fuel oil ending stocks and stock change by sulfur content exclude pipeline stocks. Therefore, the sum of residual fuel oil ending stocks and stock change by sulfur content may not equal total residual fuel oil ending stocks and stock change.

Notes: Totals may not equal sum of components due to independent rounding. Domestic crude oil field production are estimates.

Sources: Energy Information Administration (EIA) Forms EIA-22M "Monthly Biodiesel Production Survey", Forms EIA-810, "Monthly Refinery Report", EIA-812, "Monthly Product Pipeline Report", EIA-813, "Monthly Crude Oil Report", EIA-814, "Monthly Imports Report", EIA-815, "Monthly Bulk Terminal and Blender Report", EIA-816, "Monthly Natural Gas Liquids Report", EIA-817, "Monthly Tanker and Barge Movements Report", and EIA-819, "Monthly Oxygenate Report." Domestic crude oil field production estimates based on historical statistics from State conservation agencies and the Minerals Management Service of the U.S. Department of Interior. Export data from the U.S. Census Bureau. Rail net receipts estimates based on EIA analysis of data from the Surface Transportation Board and other information.